

February 7, 2005

Summary

On or about 2:30PM, a 22-year-old male employee, suffered fatal crushing head injuries. The victim was employed for 3 months as an elevator operator for clean-up duties in a Boat yard working on a ship under construction. He was struck by a falling load that was being hoisted out from the ships mid deck through an overhead opening.

The victim was part of an ad hoc 12 person crew assembled for the purpose of lifting the load off the ship. The load was being lifted by a single point attachment eye bolt that was attached to a lattice boom crane. The crew was being verbally directed by the owner of the load and in the presence of a boat yard supervisor.

The verbal direction was to tip one end of the load down in order to clear the opening above. The load was longer than the opening above. The victim was approximately six ft 5 inches tall and was standing at the right front quarter of the load to assist guiding the load into a nose up condition. The victim was using his hands to guide the load. The lifting eyebolt separated when the load was suspended approximately 7 feet up and subsequently landed on the victim. Two other employees who were located near the tail of the aircraft were also struck but did not receive reportable injuries.

The ship was not designed to raise the load through the opening. The load was put on the ship from the rear end without having a need to tilt the load in a nose up condition. The eye bolt that failed was a single lift point, engineered shouldered eye bolt that was used with a greater than 20 degree tilt load on the bolt when it failed.

Recommendations

1. Keep employees from being under any suspended loads.
2. Use tag lines to guide the load.
3. Keep loads level. Where a load must be tipped, make sure the appropriate attachment device is used.